Emergency Preparedness Task Force

Railroad Safety Advisory Committee

January 26, 2005

Background

- Final Rules (Parts 238 & 239)
  - Issues identified for future rulemaking
- APTA PRESS Standards
- Technological Improvements
- Heightened Security Concerns After 9/11 and Madrid Bombings

Enhancing Emergency Egress and Rescue Access

Emergency Window Exits

- Currently: No requirements for intermediate (non-main) levels
- Challenge: Limited space

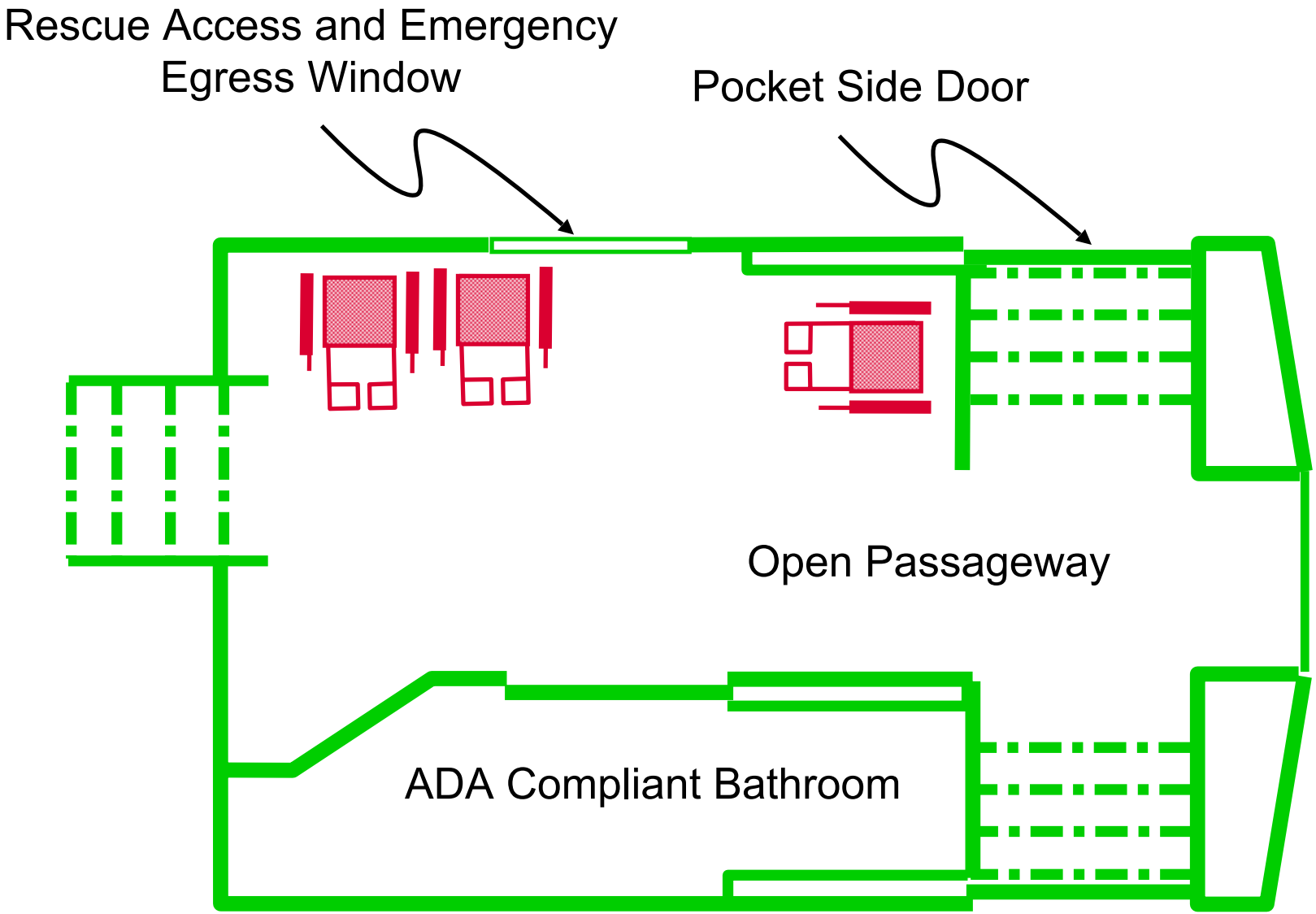
Multi-Level Passenger Cars

Emergency Window Exits

- Proposal: One per side per (intermediate level) seating area

  May be in a side door in passenger compartments

- Exceptions for limited space due to the need to provide ADA compliant amenities (e.g. washrooms)



Example of Intermediate Level Passenger Compartment

Emergency Window Exits

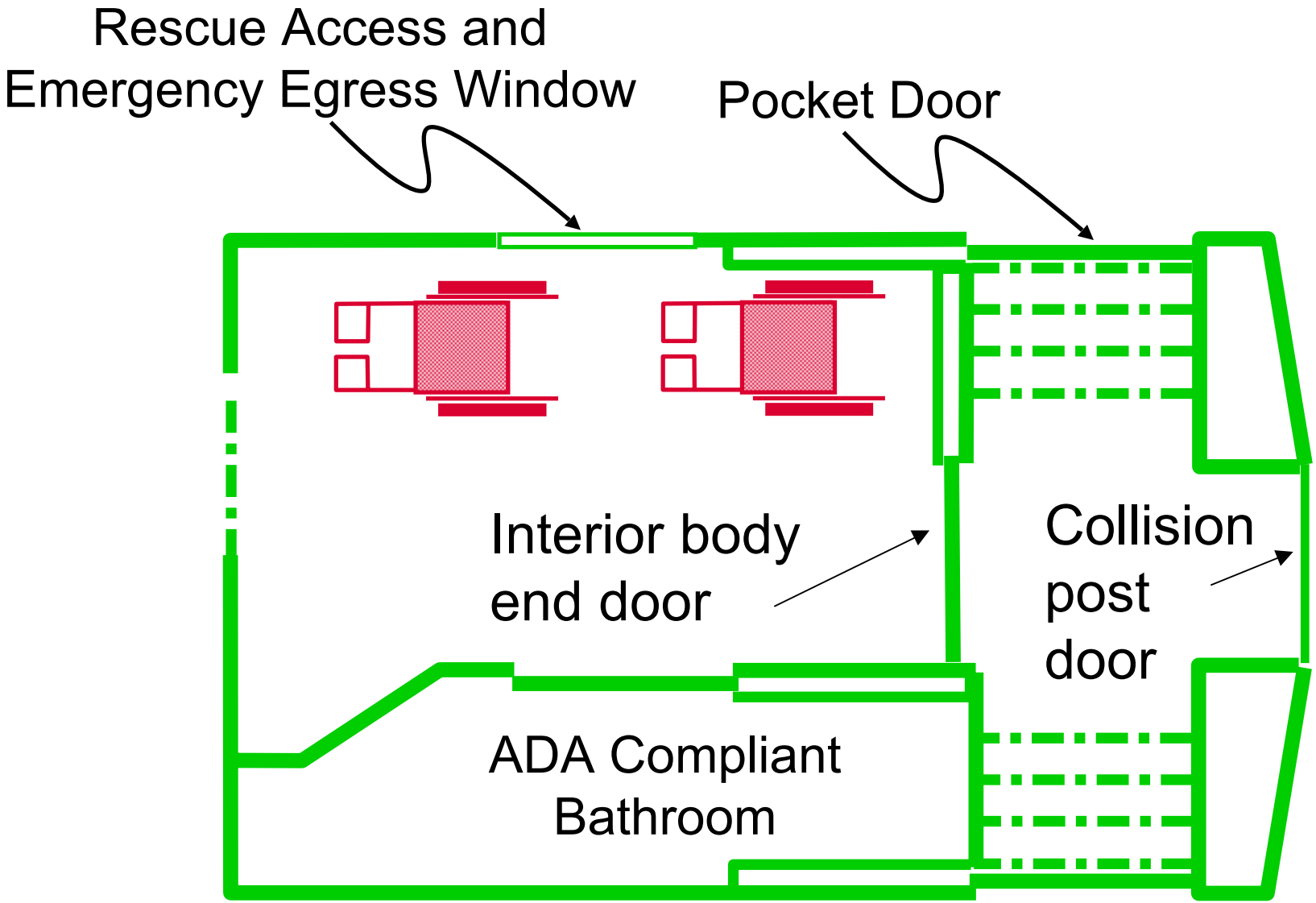
- Need to address potential hindrances, such as seat backs, headrests, luggage racks via:
  - Instructions/pictograms;
  - For new equipment, design of fixtures and specified “clear space” around emergency window exits; and
  - For existing equipment, promoting optimal window designation.

Rescue Access

- Windows
  - Currently: No minimum number required
  - Proposal: In general, one per side in each level/seating area
- Roof Hatches / “Soft Spots”
  - Currently: Only for Tier II
  - Proposal: New passenger cars

Promote Use of Doors

- Emerging Consensus: Removable windows / panels in interior car body end doors (excluding doors leading to cab compartment).
- Under Consideration: Removable windows / panels in collision post doors.
- Potentially preferred exit route from cars that have rolled onto their sides.


Rescue Access and
Emergency Egress Window
Pocket Door
Interior body
end door
Collision
post
door
ADA Compliant
Bathroom

Enhancing Emergency Communication Systems

Emergency Communications

- PA System
  - Currently: Only for Tier II
  - Proposal: For new and *existing* equipment
- Intercom System
  - Currently: Only for Tier II
  - Proposal: For new equipment

Emergency Communications

- Continuous (Wireless) Communication:
  - Independent of the train line
  - Means of communication when train line breaks
  - Two-way communication
- Status: APTA PRESS to develop a proposed research demonstration project for FRA.

Enhancing Emergency Lighting

Emergency Lighting

- Goal: Providing a well protected emergency power supply.
- Status: Monitoring research underway, including an Amtrak prototype of a system powered by an onboard battery.
- Challenge: Meeting required levels of illumination and duration.

Incorporation of APTA Standards

APTA Standards

- High-Performance Photo-Luminescent Emergency Signs
  - Last several hours longer
  - Provide higher luminance levels
- Low-Location Exit Path Markings
- Emergency Lighting Standards for *Existing* Equipment

TSA Directive to Lock Operator Cab Doors

TSA Security Directive

- May 20, 2004 to Passenger Railroads:

➢ "If equipped with locking mechanisms, lock all doors which allow access to the engineer's cab or compartment."

➢ Recommend any "Alternative Measures" modifying effect of directives to address any safety concerns: short-, mid-, & long-term

TSA Security Directive

- Potential Safety Concerns, particularly for cab cars and MUs
  - Hindering quick exit from operator cab
  - Fewer emergency exits available for use
  - Inaccessible exits marked for emergency use
- Recommend Alternative Measures

Progress Table

Issue	Agreement in Principle	Rule Text
Emergency Window Exits	Y	Under Rev.
Rescue Access Windows	Y	Under Rev.
Passageway Door Panels	N	N
PA / Intercom	Y	Feb. Mtg.
APTA Signage Standard	Y	Feb. Mtg.
APTA Lighting Standard	Y	Feb. Mtg.
APTA LLEPM Standard	Y	Feb. Mtg.

Questions?